

Notices to Consignees.

STEAMSHIP DJEMNAH.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp, and Bordeaux, ex S.S. *Gange, Romaine, and Frederic Morel*, are hereby informed that their Goods—viz the exception of Opium, Tea, and Valuable—being landed at their risk at the Consignee's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon (Sunday), the 17th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Monday, the 25th April, 1887, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Wednesday, the 27th April, 1887, or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1887. 740

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

Ex Labouderie and Melbourne.

A S (in diano), 1/3—3 cases Chisels, Augers, &c., from London, consigned to Order.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 14, 1887. 708

Intimations.

NOW COMPLETE
WITH
SUPPLEMENT.A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT,
BY
DR. E. J. RITEL.

CHOW OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K, \$2.50
Part II. K-M, \$2.50
Part III. M-T, \$3.00
Part IV. T-Y, \$3.00
Supplement, \$0.50
Reduced price, per Complete Set, \$10.00,
or, for Five Sets, \$40.00.

This Standard Work on the Chinese Language, constructed on the basis of Kanji's Imperial Dictionary, contains nearly all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, April 4, 1887.

To-day's Advertisements.

CHINESE IMPERIAL GOVERNMENT
EIGHT PER CENT. LOAN OF 1881.

EIGHTH AND LAST DRAWING.

NOTICE is hereby given that all the BONDS of the above LOAN now Remaining UNDRAWN will be paid off at Par at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION on the 24th day of April, 1887, when the Interest thereon will cease to be payable.

The INTEREST due on the said Bonds on the 24th day of April, 1887, will be paid on that date.

BOND HOLDERS can be supplied with the Numbers of the Bonds remaining Undrawn on application.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents Issuing the Loans,
JOHN WALTER,
Acting Chief Manager.

Hongkong, April 23, 1887. 783

NOTICE.

THE ADDRESS to His Excellency the Administrator will be published in the Government House at Noon on MONDAY, 25th Instant, when the attendance of all is invited.

ARTHUR K. TRAVERS,
Hon. Secretary.

Hongkong, April 23, 1887. 785

THE CHINA SHIPPERS MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Moyne*, having arrived from the above Ports, the consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND SHANGHAI BANKING CORPORATION, LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 1st Proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st Proximo will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 23rd Instant.

Bills of Lading will be countersigned by

ARNHOLD, KARBBERG & Co.,
Agents.

Hongkong, April 23, 1887. 784

To-day's Advertisements.

FOR SHANGHAI.

The Steamship
Ningpo,
Capt'n F. SCHULZ,
will be despatched for the
above Port TO-MORROW, the 24th Inst.,
at Noon, instead of as previously advertised.

For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, April 23, 1887. 784

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

(Taking Cargo and Passengers at through rates for CHERPOO, TIENTSIN, NEW-CHANG, HANKOW and Ports on the YANGTSEK.)

FOR SHANGHAI.

The Co.'s Steamship
Union,
Capt. GODDARD, will be
despatched for the above
Port on TUESDAY, the 25th Instant, at 4 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 23, 1887. 777

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SHANGHAI.

The Co.'s Steamship
Thule,
Capt. GODDARD, will be
despatched for the above
Port on TUESDAY, the 25th Instant, at 4 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, April 23, 1887. 782

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and taking
through Cargo for BRISBANE,
ADELAIDE, TAIKONG, NEW
ZEALAND, &c.)

The British Steamer
Chylra,
Capt'n PRACE, due To-
day, with part Cargo
from JAPAN, will be despatched as above at
6 p.m. on TUESDAY, the 25th Instant.

The Steamer has excellent Accommodation
for First-class Passengers, and is fitted
with the Elletts Light.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, April 23, 1887. 780

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND
SOERABAYA, VIA SAIGON
AND SINGAPORE.

The Co.'s Steamship
Batam,
Capt'n SCHOLTER, will be
despatched as above
on or about the 20th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 23, 1887. 778

A. S. WATSON & COMPANY,
LIMITED.

NOTICE is hereby given that the
Ordinary Yearly MEETING of the
SHAREHOLDERS of the Company will be
held at the Hongkong Dispensary, on
MONDAY, the 2nd day of May next, at 3
o'clock in the afternoon, for the purpose
of receiving the Report of the General
Manager, together with a Statement of Ac-
counts to the 31st December, 1886.

THE REGISTER OF SHARES will be
CLOSED from SATURDAY, the 30th
April, to MONDAY, the 2nd May, both
days inclusive, during which period no
Transfer of Shares can be registered.

H. A. WOOLNOCHE,
Secretary.

Hongkong, April 23, 1887. 786

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

EDDORA, British barque, Captain C. E.
Fulton, - Chinese.

FRESHFIRE, British barque, Capt. Robt.
Greig, - Arnhold, Karberg & Co.

SWAN, American brig, Captain D. D.
O'Keefe, - F. Blackhead & Co.

SHIPPING

ARRIVALS.

April 23, 1887.

Glenfruin, British steamer, 1,935, E.
Norman, Saigon April 19, Bico. - JARDINE,
MATHESON & Co.

Moyne, British steamer, 1,915, J. S.
Hogg, London and Singapore April 16,
General. - ARNOLD, KARBBERG & Co.

Canton, British steamer, from Whampoa.

Phua Chua Kien Kiao, British steamer,
1,012, H. R. Lightwood, Bangkok April 17,
Rico and General. - TIVEN FAY HONG.

Yessiki, Russian corvette, from Wham-
poa.

Duffa, British steamer, 536, J. Wain,
Haiphong April 21, General. - A. R. MARTY.

DEPARTURES.

April 23.

Tcheran, for Yokohama.

Lombardy, for Bangkok.

Tetartio, for Nagasaki.

Mercedio, for Saigon.

Peking, for Whampoa.

Wingang, for Singapore and Calcutta.

Kong Lee, for Shanghai.

Stettin, for Singapore.

Reverdis, for Akyang and Manila.

Port Victor, for Saigon.

Moyne, for Shanghai.

Ningpo, for Shanghai.

Saint Walt, for Haiphong.

Signal, for Hoikow.

Hailong, for Amoy and Tamsul.

Felix, for Chefoo.

Charon Walrus, for Bangkok.

Canton, for Shanghai.

PASSENGERS.

Per *Olufsen*, from Saigon, 20 Chinese.

Per *Moyne*, from Singapore, 250 Chi-
nese.

Per *Phua Chua Kien Kiao*, from Bang-
kok, Mr. Whitehouse, and 91 Chinese.

Per *Duffa*, from Haiphong, Mr. Myers,
and 12 Chinese.

DEPARTURES.

Per *Tcheran*, for Yokohama: from Hong-
kong, Mr. and Mrs. H. W. Davis, Miss
Quincy, Major and Mrs. Gaidl, European
mail servant and native servant, Lieut.
Brooke, and Lieut. Brown; from London,
Mr. R. C. Price; from Bombay, Messrs H.
H. Flook and Uth; from Calcutta, Mr.
W. S. Orme; from Singapore, Mr. J. F.
Lester; from Kobe; from London, Mr. A.
H. Jacques.

Per *Stettin*, for Singapore, 460 Chinese.

TO DEPART.

Per *Port Victor*, for Saigon, 10 Chinese.

Per *Ningpo*, for Shanghai, 20 Chinese.

Per *Saint Walt*, for Haiphong, 12 Chi-
nese.

Per *Signal*, for Hoikow, 60 Chinese.

Per *Hailong*, for Amoy, 10 Chinese.

Per *Felix*, for Chefoo, 30 Chinese.

SHIPMEN'S REPORTS.

The British steamer *Glenfruin* reports:

First part moderate S. wind; latter part
light N.E. wind. Passed the steamer
Glenyon, off Cape St. James, bound into
Saigon.

The British steamer *Moyne* reports:

Had fine weather, variable winds until
yesterday, when strong breeze set in, with
heavy rain and thick weather. Anchored
off Ladang all night.

The British steamer *Phua Chua Kien*
reports: Had light S. and S.E. wind and
fine weather to within 10 miles from
port; thence strong N.E. gale and rough
sea with thick rainy weather.

The British steamer *Duffa* reports:

Left Haiphong at 8.10 a.m. on 1st inst.;
had calm and clear weather across the
Gulf; came fog in Hainan Straits. Passed
Hoikow at 8 a.m. on the 22nd; thence to
St. John's Island moderate N.E. wind and
cloudy weather; and thence to port strong
northerly gale and high sea.

EXPORT CARGOES.

Per S.S. *Beyn*, sailed 18th April—

For Gona, 750 boxes Cassia; Lignas; for
Lyons, 5 bales Silk; for London, 297 bales
Merchandise; for New York, 21 bales Mer-
chandise and 2 boxes Essential Oil; for
Beyroth, 150 cases Cassia and 5 cases
Merchandise; for Hamburg option London,
28 cases Merchandise; for Port Said, 12
cases Private Effects; for Suez, 1 box Silk
Pieces Goods and 120 boxes Cassia; for
London option Hamburg, 4 cases Merchan-
dise and 2 boxes Silk Pieces Goods; for
London, via Suez Canal, 10 cases
Brickles and 50 pkgs. Cans; for Hamburg,
4 pkgs. Matting, 9 cases Private Effects, 1
pkgs. Tea and 17 cases Merchandise; for
Bremen, 10 rolls Matting, 43 bales Feathers
and 5 cases Sundries; for Antwerp, 132
cases Lams, 18 cases Private Effects, 5 cases
Merchandise and 1 case Sundries.

Per S.S. *Bellphong*, sailed 23rd April—

For London, 3,602 boxes Tea, containing
73,542 lbs. Congou, 10 bales Cassia and 100
cases Ginger; from Kobe, 78 half-cases
Tea. From Yokohama; for New York, 20
bales Waste Silk and 2 cases Cactus.

POST OFFICE NOTICES.

MAILS will close—

For HOIKOW & HAIPHONG.—
Per *Signal*, at 8.30 a.m., on Sunday,
the 24th inst.

For SWATOW, AMOY & TAMSUL.—
Per *Hailong*, at 8.30 a.m., on Sunday,
the 24th inst., instead of as previous-
ly notified.

For SHANGHAI.—
Per *Ningpo*, at 9 a.m., on Sunday, the
24th inst., instead of as previously
notified.

For SAIGON.—
Per *Port Victor*, at 9 a.m., on Sunday,
the 24th inst.

For MANILA.—
Per *Stettin*, at 1.30 p.m., on Monday,
the 25th inst.

For DARWIN, SYDNEY & MEL-
BOURNE.—
Per *Tcheran*, at 3.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For SHANGHAI.—
Per *Canton*, at 3.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For BANGKOK.—
Per *Duffa*, at 4.30 p.m., on Monday,
the 25th inst., instead of as previous-
ly notified.

For SWATOW, AMOY & TAIWANFOO.—
Per *Phua*, at 11.30 a.m., on Tuesday, the
26th inst., instead of as previously
notified.

MAILS BY THE UNITED STATES PACKER.

The United States Mail Packet *Gaelic*
will be despatched on THURSDAY,
the 26th Instant, with Mails for Japan,
San Francisco, the United States,
Canada, Honolulu, Peru, &c., which
will be closed as follows—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Corre-
spondence may be posted on board the
Packet with Last Fare of 10 cents extra
Postage until the time of departure.

MAILS BY THE FRENCH PACKER.

The French Contract Packet *Yongle*
will be despatched on THURSDAY,
the 26th April, with Mails to the
United Kingdom, Europe, and places
beyond, viz Naples; to Saigon, Straits
Settlements, Batavia, Borneo, Ceylon,
India (via Madras), the Australian
Colonies, Aden, Natal and the Cape,
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing
the Mails, &c.

Money Orders.

1.—Money Orders are issued at Hong-
kong and Shanghai on the following coun-
tries and places:—

* Amoy.

* Anson Is.

* Australia.

* Belgium.

* Bermuda.

* Canada.

* Canton.

* Cape Colony.

* Ceylon.

* Constantinople.

* Cyprus.

* Denmark.

* Egypt.

* Genoa.

* Hamburg.

* Harbin.

* Hongkong.

* India.

* Italy.

* Japan.

* Lyons.

* Madras.

* Manila.

* Mauritius.

* Natal.

* Newfoundland.

* New South Wales.

* New Zealand.

* North Borneo.

* Ningpo.

* Norway.

* Portugal.

* Queensland.

* Rangoon.

* S. Helena.

* Sechart.

* Shanghai.

* Sierra Leone.

* South Australia.

* Straits Settlements.

* Swatow.

* Sweden.

* Switzerland.

* Tamsul.

* Tientsin.

* United Kingdom.

* United States.

* Victoria.

the broad characteristics of the system of piracy, which the Army is recruited ; to remember that most of the recruits are men boys for whom military life has a fascination ; to consider that the Government has to solve in their choice of a Regiment ; that they soon discover whether they have made a mistake ; that, if they remain, they become as adapted to their career as an carpenter or plumber ; and that when they are discharged they are not only not absorbed into civilian life, where they become undistinguishable from their fellows save, perhaps, by a more erect carriage, soldierly cut of monastic and beard, and a general ability to turn their hands to anything. *St. James' Budget.*

**PROTECTION FOR SHIP-OWNERS
IN CASE OF NAUFRAGES.**

The *New York Maritime Register* says :—Mr. Watts, President of the Chamber of Shipping, London, made a suggestion in a address recently that will unquestionably bear some result in time. He recommended that the Government should indemnify shipowners against capture in case of war. Of course he thought only of British interests, but his arguments will apply equally well to any power possessing a large fleet of ships. He says :—“ Were our (British) Government to indemnify shipowners against capture in case of war, the Government might, if they thought proper, change a moderate war premium which shipowners would be very willing to pay, into a moderate war bounty. The Merchant Navy would be a large portion of the national wealth, and the shipowners, as a body, but it would not be a serious matter for the nation as a nation.”

This appears to be a most sensible suggestion and one that if carried out would be a boon to private property. It is certain that the cost of modern armaments is so enormous that nations must hesitate longer now than in former times before embarking in an undertaking which tests their resources to the extent that is almost inevitable when they do so. There is no doubt that the indemnity which the Government should add to the income tax for individuals against loss of property, if a probable expense becomes appalling.

At first glance, it might seem absurd thus to attempt to protect the shipowners against capture, but the nation has already the cost of a navy built for the defence of the merchant marine. But a little reflection will show that the suggestion is a good one, for it tends to protect a nation against that loss which happened to this country in 1812, and which the transference of the merchant marine to the United States, indeed, many arguments suggest, themselves in support of the recommendations made by Mr. Watts, and not the least among them is this : that if one nation—say England—loses her ships, she loses the other maritime power carries out the plan with the result that maritime commerce will not be quickly assailed in war time. Maritime nations will then find it easier and better to come to some understanding in regard to merchant-men in time of peace, than to be forced to do so in time of war, and this will be a great advantage which will thus be averted. International commerce has become so complicated, that such an arrangement would follow naturally upon the abolition of privateering. The

bound, is not so sure as any one would suppose, and like all plans, the Government is held responsible for less would be abused. But it offers great possibilities and therefore cannot be dismissed as impracticable. It will be strange if it does not attract discussion in England, and once it is fully started in that centre of shipping and shipwreck, it will spread to all other shipowners in other countries, all shippers and merchants and press them upon the attention of their respective Governments.

Quotations.

HONGKONG, APRIL 23.

OPIMUM New Pains, cash.....	527 1/2
" Old.....	527 1/2
" New Bonares, cash.....	492 1/2
" Old.....	492 1/2
" New Malwa, cash.....	525
" Allowance, Taela.....	24/32
" Old Malwa, cash.....	550/560
" Allowance, Taela.....	32/48
" Persiana, Oily, cash.....	37/40
" Allowance, Taela.....	16/32
" Persiana, Paper, cash.....	40/40
" Allowance, Taela.....	32/48

Exchange.

HONGKONG, APRIL 23.

On London.....	3/12
Bank.....	3/12
On demand.....	3/12
" 30 days' sight.....	3/12
" 4 months' sight.....	3/12
Credit, 4.....	3/25
Documentary, 4 months' sight.....	3/24
On Paris.....	3/12
On demand.....	3/12
Credit, 4 months' sight.....	3/14
On New York.....	3/12
On demand.....	76
Credit, 60 days' sight.....	77 1/2
On Bombay.....	216
On demand.....	270 1/2

Wire,	218
On demand,	2204
On Shaught—	
On demand,	713
30 days' sight,	724
Gold Leaf 100	£35.70
Sovereigns,	£6.32

Temperature.

(Taken at Messrs Falcum & Co.'s Premises
Queen's Road.)

BAROMETER— 9 A.M.	30.080
Do. 1 P.M.	30.080
Do. 4 P.M.	—
TEMPERATURE— 9 A.M.	62
Do. 1 P.M.	63
Do. 4 P.M.	62
Do. (Wet bulb) 9 A.M.	59
Do. Do. 1 P.M.	60
Do. Do. 4 P.M.	63
Do. Maximum	63
Do. Minimum over night	62

METEOROLOGICAL RECORD
AT 4 P.M. T.O.-U.

Barometer	30.08
Temperature	62
Humidity	82
Direction of Wind	NNE
Force	5
Weather	—

Hongkong Observatory, April 23, 1887.

**SUN AND TIDE TABLE FOR
HONGKONG.**
(From *The Hongkong Almanach.*)
APRIL.

	HIGH WATER.		SUN.	
	Morn.	Even.	Rises.	Sets.
Day of Month.	H. M.	H. M.	H. M.	H. M.
23	9.35	10.27	5.54	6.22
24	9.36	11.13	5.54	6.23
25	10.15	11.52	5.33	6.23
26	10.42	—	5.32	6.32
27	10.53	11.66m.	5.31	6.25
28	2.13	11.60m.	5.30	6.24
29	2.13	11.60m.	5.30	6.23

High water at Whampoa: 2 hrs. 3 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Sai Kung: 3 hrs. 50 mins.; at Siameen: 4 hrs. 45 mins.

Moon.—New Moon, 23d. 4h. 30m. after noon.

[No. 7301.—APRIL 23, 1887.]

A high-contrast, black and white image of a textured surface, possibly a wall or ceiling, with a dark, irregular shape in the bottom left corner. The texture is grainy and speckled, with a dark, irregular shape in the bottom left corner.

